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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY

East Germany

DATE DISTR.

12 May 1955

SUBJECT

Locomotives and Railroad Cars Available in
East Germany

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3

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PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)DATE OF
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the following numbers
and railroad cars were available in the GDR on 31 January 1955:

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1. Numbers of locomotives.

	Park of Operational Locomotives	Damaged Locomotives	Total
	Serviceable	Under Repair	
a. <u>Steam Locomotives</u>			
Standard gauge	3,978	1,584	6,477
Narrow gauge	160	70	233
b. <u>Electric Locomotives</u>		180	194
c. <u>Small Motor Locomotives</u>		45	498
			1

This is all data given on a newly introduced form.

"Other powered locomotives" include small motor locomotives, rail motor cars and inspection cars but do not include S-bahn engines.

2. Numbers of freight cars.

Total	Gondola Cars	Boxcars including Refrigerator cars	Flatcars	Tank Cars	Other-Type Cars
a. <u>Total Park of Cars:</u>					
144,011	63,402	41,056	24,886	12,579	2,088
b. <u>Under Repair</u>					
10,055	5,044	1,890	2,032	807	282
					2

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- 2 -

3. Numbers of non-freight cars.

	Total	Park of Operational Cars		Damaged Cars
		Serviceable	Under Repair	
a. Total number of passenger cars	11,649	10,145	1,255	249
cars running in passenger trains	8,858	7,673	948	237
Express train coaches	869	665	124	80
Passenger train coaches	174	145	23	6
Passenger train coaches	7,238	6,509	632	97
of Op		160	40	-
Rail motor cars	315	155	124	36
Sleepers	23	12	3	8
Diners	39	27	2	10
S-bahn cars	1,468	1,300	168	-
Luggage vans running in passenger trains	1,323	1,172	139	12
b. Special purpose passenger cars	137			-
c. Narrow gauge cars	812			12
d. Railroad service service cars	1,646			569
e. Mail vans	826			4

Data in these columns
will not be given in
future reports

1. Comment. Compared to December 1954, the number of standard-gauge locomotives increased by 1 locomotive of new type which was possibly newly manufactured. paragraphs 1 c and 2. The number of locomotives under repair increased slightly due to seasonal reasons. The total number of narrow-gauge locomotives remained constant, the number of locomotives under repair also

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25X1

25X1

SECRET

25X1

- 3 -

increased slightly. There were no changes in the status of electric locomotives. The number of small motor locomotives, previously listed under "other-type powered locomotives" decreased by 195, probably due to the fact that rail motor cars and inspection cars are not recorded in that category after the recent re-designation. [redacted]

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2. [redacted] Comment. Compared to December 1954, the total number of freight cars increased by 1,791. [redacted]. The reasons for this increase are unknown. It is improbable that the increase resulted only from new production. The number of boxcars increased by 2,010 that of flatcars by 611. Refrigerator cars were previously apparently recorded under "other type cars." Since the number of these cars decreased by 680 it is believed that they are now recorded under "boxcars". The number of freight cars under repair increased slightly. 25X1
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3. [redacted] Comment. Compared to December, the total number of non-freight cars increased by 3, probably by 1 sleeper and 2 [redacted] are newly manufactured. [redacted] Do [redacted] s, decker 25X1
are, for the first time, listed separately. The [redacted] included in the numbers of express train coaches, [redacted] by 119, fast train coaches which decreased by 46 and passenger [redacted] coaches which decreased by 36. The 1,172 baggage cars running in freight trains are not listed in the present report. These cars are now apparently included in the number of freight cars which increased considerably. Special purpose passenger cars are reported for the first time and might include Pullman cars and lecture cars. The numbers of narrow-gauge and railroad service cars and mail cars remained about constant. 25X1

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